

Valley Railroad Station
(Chesapeake and Ohio Railroad Station)
North side of intersection of
McLaughlin and Glasgow Streets
Lexington (independent city)
Virginia

HABS No. VA-904

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PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

Historic American Buildings Survey
National Park Service
Department of the Interior
Washington, D.C. 20240

VALLEY RAILROAD STATION
(CHESAPEAKE AND OHIO RAILROAD STATION)

HABS No. VA-904

Location: North side of intersection of McLaughlin and Glasgow Streets,
Lexington, Virginia

Present Owner: Chesapeake and Ohio Railway Company

Present Occupant: Part of the building is presently
occupied by the Railway Express Agency for storage.
There is no passenger service by rail to Lexington.

Brief statement of significance: This station building is
an interesting survival of the Valley Railroad
Company of Virginia.

PART I. HISTORICAL INFORMATION.

A. Physical History:

1. Original and subsequent owners: Erected by the Valley Railroad Company of Virginia, later acquired by the Baltimore and Ohio Railroad Company, then by the Chesapeake Western Railway, and finally by the Chesapeake and Ohio Railway Company. (The deed was dated July 2, 1943, filed as Lexington Branch No. 171, but the C & O Railway took possession and began operating the property on November 1, 1942 - letter from B.P. Knight, Jr., Assistant Sup't., C&O, Clifton Forge, Va.)
2. Date of erection: 1883
3. Nothing is known of the original plans, construction, architect, or alterations.

B. History:

This building was erected by the Valley Railroad Company in 1883 as its Lexington station. As it happened, it also became its terminus, because, although some right of way structures were built and grading begun on an extension of the line south to Roanoke, this portion was never completed. The line was acquired later by the Baltimore and Ohio Railroad Company, then by the Chesapeake Western Railway, and finally by the Chesapeake and Ohio Railway Company in 1943. By this time the station was served by a spur from the main line at Buena Vista, Va., and the tracks on the old Valley Railroad line were removed and the right of way and associated buildings between Staunton, Va. and Lexington were sold. These buildings and the heavy stone bridges, abutments and culverts that still remain are interesting survivals of the era, as is the station building described here.

PART II. ARCHITECTURAL INFORMATION

1. The building is a single story rectangle 22'-0" x 142'-6" overall, with a wooden freight platform raised to window sill height extending another 50' to the south and wrapped around the freight room with a platform 8' wide on the front and 10' wide on the track side. Thirty-three of the 142'-6" length was an addition to the north of the original building, set in 4" in width on the front and rear. This addition includes a basement, reached by an outside concrete stairwell on the front.
2. Foundations are brick.
3. Exterior and party walls are brick 13" thick. South of the gabled central feature, panels are recessed to form regularly spaced pilasters 4" deep by 20" wide. These panels corbel out in two courses to the plane of the face of the pilasters one course below the eave. Between the openings of the original building, the second and fourth courses below the spring line of the segmental arched heads are of extruded brick reeding; a double course of reeding connects the plain stone window sills. Door sills are connected by a plain brick belt course which with the reeded course forms a dado. In the addition, plain brick belt courses are substituted for the reeding. The building is painted light gray with darker gray gables, eaves and dado.
4. The loadbearing brick exterior wall carries a plate, 2" x 8" rafters 24" on center with no ridge plank, and 3" x 6" joists. There are no other structural members visible in the roof framing although it is likely that such would be used above the plastered ceilings. Roof sheathing is horizontal planks laid solid. The freight platform is roofed with a deck supported on 8" x 8" wood columns carrying beams.
5. There are no porches.
6. The single chimney is severely plain and is a part of the building addition. Its top course is corbelled out to a stone coping, which is banded with an iron strap.
7. Doors are double and either full glass, or single light or three horizontal lights over a single raised wood panel. In one pair of doors this panel has been replaced by a single light. Freight doors are solid diagonal board and batten. Two and four light transoms occur over access doorways, and all openings have segmental arched heads formed of a soldier and rowlock course. Rowlocks on the original building are moulded with a single smooth, hemispherical boss; those on the addition are plain. Windows are in two sizes - 4 over 4 and 2 over 2 light.

PART II. ARCHITECTURAL INFORMATION.

8. The roof, originally covered by slates, is now covered by asphalt shingles. The main roof is approximately 6 in 12 pitch with gable ends. A transverse gable roof of approximately 12 in 12 pitch occurs near the center of the facade and the ends are treated as pediments, both identical. The cornice of the pediment consists of a plain verge board, a cyma-erecta, a fascia, and a bedmould. The tympanum is divided about equally vertically with the parts separated by a horizontal run of typical cornice. The upper part is panelled, the topmost panel of which contains the date "AD 1883" in art nouveau characters, and includes a louvered, semi-circular vent. The lower part is shingled with square butt shingles and included two windows with 3 over 3 vertical lights. The main roof gables employ no neo-classic elements but on the north the eave overhang at each corner is supported by a console bracket. The upper approximately 1/3 of the gable end projects out to the edge of the roof and is faced with vertical 1" x 3" beaded joint boards, over which plain 1" x 3" battens extend up and out at 45° from a vertical center batten. Below, the gable is in the plane of the end wall and is shingled with round butt shingles. The soffit of the upper gable is planked laterally with 1" x 3" beaded joint boards. The south gable is similar except the brick of the end wall extends up into the gable to the soffit, replacing the shingles of the north gable. Exposed rafter ends are sawed on the bottom into a long scroll shape with a pierced round termination. On the front, these support a 2'-6" eave overhang; on the track side this overhang is 7'-0". Here, rafters are supported on a 3" x 6" purlin which is carried by a series of irregularly spaced brackets. These consist of 5½ x 4½" engaged wood column, standing on a corbel and extending to the bottom of the rafters, and a 5½" x 4½" stud beam, its end decorated by sawing, projecting at right angles from the column to the purlin and braced by a knee back to the corbel. The knee is turned, within 5½" square ends, to a double urn shape with necking. On the track side, the eaves are continuous; on the front they are broken below the gable.

B. Description of the Interior:

1. The floor plan is not significant. Space is divided by stud partitions into freight, waiting, ticket, rest and service areas.
2. There are no stairways.
3. Flooring is part wood (2½" face pine tongue and groove) and part 6" x 9" red quarry tile. The floor level in the freight room is raised to window sill height.

PART II. ARCHITECTURAL.

B. Interior:

4. Walls in public areas are wainscoted to a height of 6'-0" by vertical boards, joined by splines leaving a $7/8 \times 1/4$ " joint, headed by plain 1" x 4" rails at top and bottom, with a plain base, no shoe mould, and a plain cap with cove mould. Obscure glass borrowed lights occur over the wainscoting in the hall. Walls in service areas are wainscoted to window stool height by 1" x 3" vertical beaded joint boards. All walls include a picture mould and are plastered above wainscots. All ceilings are plastered except in the freight room where it is omitted. The basic ceiling is 13'-6", although this is furred down in the smaller rooms.
5. Only few interior doors remain. The original pattern seems to be five horizontal panel.
6. Door and window casing is 4" wide with three reeded mouldings run in the center. Upper corners are formed by a square block containing a turned boss, and door casings include plinths.
7. No notable hardware was seen.
8. Lighting fixtures are modern.
9. Heating is by steam radiator with the boiler in the basement under the addition.

C. Site and surroundings:

1. The building faces the southeast, and fronts on a small plaza formed by the open intersection of two streets at an angle.
2. Outbuildings are delapidated and of unidentifiable purpose.
3. There is no landscaping.

Prepared by: Donald B. Clayton, Jr.
Lexington
Virginia

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